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FIRST OF THIS SEASON.

Cranberries

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Branch at Uniontown.

Picture Special

We bought our framed pictures early this year and were holding them for our Xmas trade—Pictures that usually sell at 35c to 50c each. Since then we have seen and purchased a line a little better suited for holidays and want to close out the first purchase to make room for the second, hence the price.

25c Each

J. N. Griffin

See The Show Window.

WREST IN THE BUD.

First Appearance of Dandruff a Forerunner of Future Baldness.

That such is the case has been conclusively proven by scientific research. Prof. Unna, the noted European skin specialist, declares that dandruff is the burrowed-up cuticle of the scalp, caused by parasites destroying the vitality in the hair bulb. The hair becomes lifeless, and, in time, falls out. This can be prevented.

Newbro's Herpicide kills this dandruff germ, and restores the hair to its natural softness and abundance.

Herpicide is now used by thousands of people—all satisfied that it is the most wonderful hair preparation on the market to-day.

Sold by leading druggists. Send 10c. in stamps for sample to The Herpicide Co., Detroit, Mich.

Eagle Drug Store, 351-353 Bond St., Owl Drug Store, 549 Com. St., T. F. Laurin, Prop. "Special Agent."



We Sell
W. L. Douglas
Shoes
The best in the market.
Try them.

S. A. GIMRE
543 Bond Street.
Opp. Ross, Higgins & Co.

ST. PAUL A WRECK

Most of the Passengers Left on Alliance For Portland

CAPTAIN AND CREW A EUREKA

Weather Was Clear and Ship on Her Course Until Opposite Point Gorda When She Ran Into a Dense Fog Bank and Went Ashore—Women Fainted.

Eureka, Cal., Oct. 6.—Of the 163 persons on the steamer St. Paul which went ashore near Point Gorda early this morning all but 45 are now en route to San Francisco on the steamer Pomona. The steamer Vanguard arrived here at midnight bringing Captain Randall, a number of the officers and crew of the St. Paul, and several passengers, forty people altogether. This added to the five passengers on the tug Ranger, makes fifty-five here in all.

The Pomona picked up thirty from the life boat at Blunt's reef which was reached after a thirteen mile pull which began early in the morning and ended just as the Pomona hove in sight. The tug Ranger and the Vanguard approached within a mile of the wreck. The Ranger launched a boat and the Vanguard three. The Vanguard took seventy passengers aboard and then transferred them to the Pomona which started south while the Ranger came to this city with five persons. Captain Randall and his officers attribute the wreck to the fog.

There was no warning they said, of danger. All are reticent but agreed that the steamer will be a total loss. The passengers now here will be taken south on the steamer Alliance tomorrow.

Fast on the rocks, one and one half miles south of Point Gorda, and beside the boilers of the old Humbolt, the San Francisco and Portland Company's steamer St. Paul, Captain Randall, lies a total wreck. Here ninety-three passengers and crew of 65 men are safe. Some are on board the steamer Pomona en route to San Francisco, but the greater number are in Eureka, having arrived on the tug Ranger of Eureka and the steamer Vanguard. The captain and most of the crew are in Eureka. The disaster, it is said, was due to a thick fog. The Ranger came into port last evening at 12:30 o'clock bringing five passengers and the Vanguard arrived shortly before midnight. Captain Randall states that the disaster was due to the fog and attaches blame to no one.

The vessel was on her usual course and the weather was clear until Point Gorda was approached. When the steamer ran into the fog bank Third Officer Holmes was on the bridge. The first warning he had of danger was the roar of the surf when he immediately changed the ship's course. A moment later she struck bow first. She now lies with her stern toward land, two hundred yards from the beach, with two lines fast ashore.

Captain Randall was just about to get up and take a look around when the ship struck the rocks. The shock awakened the passengers and the watch below. Considering the circumstances there was unusually good order preserved among all on board, says the captain and there was no panic or unnecessary confusion.

At 7 o'clock a small boat was sent to the lightship off Blunt's reef in order that any passing steamer might be signalled. Later a second boat was picked up by the Vanguard, which turned around and went to the rescue. The Vanguard arrived at the scene of the disaster about 2 o'clock and immediately began transferring passengers, three small boats plying between her and the St. Paul carrying passengers. The life-saving crew took off 15 passengers and transferred them to the Ranger. When the ship was deserted the Ranger started toward Eureka and the Vanguard soon followed. The Ranger met the steamer Pomona a short distance out from the lightship and permitted all but five of the passengers to board her. Many people were gathered at the

wharf to receive any who might have been in distress. Humboldt bar was smooth and the night clear, which accounts for the Ranger being able to enter the port. Shortly before midnight the Vanguard crossed the bar and landed about fifty passengers. Captain Randall and the ship's officers were on the Vanguard. As many passengers as can find accommodations will continue the voyage to Portland on the steamer Alliance, which will sail from here for the north this afternoon. The Alliance cannot carry all however, the arrangements for the remainder will be made. Captain Randall and the masters from the Ranger and Vanguard consider the St. Paul a total wreck, both ship and cargo. She had aboard 1100 tons of miscellaneous freight.

The statements of various passengers in regard to the disaster agree in every case wherever an interview was secured. Women passengers suffered much from exposure and a number of them fainted when they realized their peril.

J. F. Wickman of San Francisco, who arrived on the Vanguard, gave the following account of the wreck:

"I woke up about one half hour before the ship struck and felt the first bump, which was as though we were rushing over stones. There was a short interval of quiet, then a severe rumbling, throwing the boat from side to side. I jumped from my berth, opened the door. It was raining and the deck was apparently deserted. I thought we had been struck by some heavy seas. Then I heard some bells ringing and loud talk and knew we were in for it. I saw officers and members of the crew awakening the passengers. Some women were in a state of excitement. After making a poor attempt at dressing they appeared to regain control of themselves when assured by the officers that they had plenty of time.

"We stood by. I left the ship in the second boat.

"We stood by the steamer according to instructions from the captain, when a heavy fog shut down and we put out to sea.

"Two hours later we sighted the St. Paul and shortly after the tug Ranger hove in sight and some of the other boats. We got the balance of the passengers from the St. Paul and steamed away for Eureka."

SCHOOL OF SOCIALISM

Will of Mrs. E. D. Rand, of Socialist Democratic Party Provides for Fund.

New York, Oct. 6.—It was announced last night on behalf of the New York section of the social democratic party that the late Mrs. E. D. Rand, mother-in-law of Professor George D. Herron, had bequeathed \$200,000 to found a school of socialism. Mrs. Rand, who died recently in Florence, Italy, four years ago established the chair of Christian sociology in Iowa College, Grinnell, Ia., which was filled by Herron. About that time he married Mrs. Rand's daughter.

His views were too radical for the college, however, and he resigned. Morris Hillquist and Mrs. George D. Herron, Mrs. Rand's daughter, have been made trustees of the fund. The announcement includes this statement:

"The primary design of the school is to provide for an intellectual center for the socialistic movement in the United States. It is expected that a building will be provided, in which there will be libraries for special research and in which specially prepared and valuable papers will be published. The plan also provides for reading and meeting rooms and systematic lecture courses on socialism, popular science and the relation of the different arts and literature to social development. The institution will be fully established by the fall of next year and its principal fields of operation will be in this city."

NO BEARING ON THE NATIONAL EDUCATIONAL FUND

Arrested Embezzler Was Past President of Educational Association.

Chicago, Oct. 6.—The shortage of Professor Newton C. Dougherty, who was arrested at Peoria, Ill., yesterday, on charges of misappropriation of school funds and forgery, will have no bearing on the \$175,000 fund of the National Educational association, of which he is trustee and past president, according to Albert G. Lane, district superintendent of schools and local member of the association.

"Mr. Dougherty was a trustee and member of the executive board," said Mr. Lane last night, "but had no voice in the disposition of the funds, which are deposited in the First Trust & Savings bank of this city. I had no intimation of his trouble until I learned it through a newspaper, but any shortage on his part cannot affect the association."

A strength tonic that brings rich, red blood. Makes you strong, healthy and active. That's what Hollister's Rocky Mountain Tea will do. 35 cents, Tea or Tablets. For sale by Frank Hart.

FORAKER'S HOT SHOT

Answers Shipper's Statement Against Railroad Legislation.

SAYS REBATES WERE CUT OFF

Hooker Had No Complaint to Make Until He Became Victim of the Law of Competition After Passage of Elkins Law, Which is Factor in Fixing Rates.

Cincinnati, Oct. 6.—Senator Joseph B. Foraker gave out an interview yesterday in reply to a statement of James J. Hooker, of this city here last week in which Mr. Hooker presented the shipper's side of the railroad rate legislation question and gave his personal views.

In his reply Senator Foraker reviews in detail Mr. Hooker's individual case as a shipper, which has led him to complain of alleged discriminations against Cincinnati in through rates on freight from Atlanta and other southern points to Chicago and other points north of the Ohio river.

The senator states tersely in effect that Mr. Hooker had no grievance against the railroads until the passage of the Elkins law put an end to the granting of rebates by the railroads to Mr. Hooker's company and points out that Mr. Hooker is a victim of the law of competition, which is the primary factor in the fixing of railroad rates, and that he is unfortunate in that his factory is situated here instead of in close proximity to the place where he gets his unfinished products or at the point of general distribution for his finished produce.

In giving out his reply to Mr. Hooker, Senator Foraker said that he welcomed an opportunity to discuss the rate question fully and frankly with his constituents. I shall be glad to receive an open letter from the shippers inviting a discussion of this question he said, "or I shall be glad to meet with them and debate and discuss the question at length. I have never taken a position on a question that I was not ready to assert and explain before my constituents."

OFFICER IN THE TOILS.

New York, Oct. 6.—The court of inquiry ordered from Washington to investigate the act of Lieutenant R. P. Williams of the marine corps and Lieut. Farmer Morrison of the navy, organized in New York navy yard yesterday. Its members include Captain Gottfried Blockinger, Colonel Charles H. Lauchheimer and Major Dion Williams, of the marine corps and Lieutenant W. H. Cornan of the navy as judge advocates.

The court decided to give out no information concerning the cases, but it is understood that they involve a question of authority between the officers.

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Is the time to get a

Fall Hat

at a reasonable price. THE SEASON'S LATEST SHADES, SHAPES AND TRIMMINGS can always be found at ASTORIA'S LEADING MILLINERY PARLORS.

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Clothes Chat With Young Men

Shoulders, collars and coat fronts are the weak parts in most clothing. These are the strong points in the coats we offer you. The makers of the clothes we sell build their shoulders up in finely graduated layers of wadding, all stitched minutely and tapered off. Lapels lie flat and stiff with an easy turning roll, collars set snug about the neck without binding. No other clothes are made with such care.

SUITS IN EITHER SINGLE OR DOUBLE BREASTED STYLE. SUPERBLY FASHIONED AND FINISHED WITH AN UNMISTAKABLE AIR OF EXCLUSIVENESS.

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SA-MU-LAH. BLOOD PURIFYING TABLETS.

MAKES RICH RED BLOOD, HEALTH AND STRENGTH. A BLESSING TO BRAIN WORKERS AND NERVOUS PEOPLE.

A POSITIVE CURE FOR

ECZEMA
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SA-MU-LAH tablets are compounded from the essence of rare East Indian Plants, and are the perfected result of over 20 years of medical research. — SA-MU-LAH acts promptly on the Lungs, Liver and Kidneys. These organs are directly responsible for the condition of the blood. SA-MU-LAH is a blood purifying medicine put up in tablet form, and contains nothing of an injurious nature. They are invaluable in cases of specific febrile disorders where the blood has a large excess of febrile or uric acid. Every disease or disorder that flesh is heir to can be traced to Impure Blood. SA-MU-LAH has helped thousands of sufferers. — It can help you.

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If your plumbing is out of date, the members of your household are constantly risking their health. Defective plumbing generates germ-bearing sewer gases which pollute the atmosphere and cannot help but be breathed by the occupants.

Let us examine the condition of your plumbing, correct defective piping and install the best sanitary fixtures made, namely "Standard" Baths and One-piece Lavatories. Our illustrated booklet "Modern Home Plumbing" sent free upon application.

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Weinhard's Lager Beer.